## PERSONAL POINTS.

SOME SOCIAL NOTES FROM OUR SISTER CITIES. Morfolk, Portsmouth, Petersburg, and the Ancient Capital, and Their Peo-

ple and Visitors. Norfolk and Pertsmout Hop. Michael Burns, of Nashville,

Tenn., is visiting Norfolk. State Senator J. W. G. Blackstone was in the city during the week.

Mr. R. H. Bowman has gone on month's visit to Greenville, S. C. Mrs. Marshall Parks and daughters city this week. will summer near Winchester, Va.

Mrs. J. B. Riddick, of Portsmouth,

sent until September. is spending the summer in Suffolk. Dr. William White, of Portsmouth,

visiting friends here, and is a guest in continues very ill in Charlottesville. the family of Mr. William S. Simpson. Miss Evie A. Johnskin is visiting friends in Baltimore for a fow weeks.

Rev. E. C. Dargan, pastor of the First Baptist church, sailed from New William T. Bartwell, of Portsmouth, York on Wednesday for England, to be died at Jacksonville, Fla., last week. absent three months. Mr. Hugh M. Murray is at his old

street.

weeks' visit.

Miss Bertha Bracewell, of Washinghome, near Coyner's Springs, visiting. ton, is visiting the city, and is a guest in the family of Mr. William F. Spots-Mr. J. O. Lancaster, of Churchland, wood on High street. raised the largest potatoes this season. Mr. Asa La France, of Elmira, N. Y.

Misses Annie and Lizzie Plummer has been visiting Portsmouth for several and Miss Julia McRae left in company on Thursday for Christiansburg, where

they will spend a month. Miss Lizzie Whitehurst, of this city. Miss Lizzie Taylor, of Norfolk, is the is in Suffolk, the guest of Miss Mabel guest of Mrs. Page, on High street. Added to her other charms, Miss Tay-Misses Buskey and Julia Hodges left lor possesses a remarkably sweet and vesterday to visit friends in Augusta

Gordon McCabe, Esq., of this city, who

goes abroad to spend the summer. Mr. A. J. Campbell, Mr. Edmond O. Mc.

Cable, and Mr. Arthur B. Wood, all of

this city, sailed for Europe a week ago.

The "Jonah Club" is the title of an

association formed by a number of

young bachelors of this city. Should a

member marry he is promptly sub-

noticed, however, that a member

will occasionally fall out of the ranks

of the Club and join the great army of

Rev. Dr. John Hannon lectured a

Arrowfield Methodist Episcopal church, Chesterfield county, on Friday, for the

benefit of the church. The lecture and

a feast prepared by the ladies attracted

a large company. In the battle that

followed the advance of the Federal

troops from Bermuda Hundreds this

church was riddled by balls and bul-

lets, and it still bears the savage scars

Williamsburg.

Vicksburg, Miss., are in town.

Misses Edna and Berta Keen, of

Mrs. H. Logan Newbill, of Essex

Miss Annie Vaiden is visiting in Mid-

Misses Lelia Jackson, Pink and Pat.

Mr. Ewell Scott has returned from a

Mrs. J. W. Topping, of Middlesex

ounty, is visiting Mr. and Mrs. George

Miss Beitie Sweeney, of Petersburg, is the guest of Mr. and Mrs. H. M.

Mr. Edward W. Bear left last week

of St. Joseph, Mo. He will be absent

Rev. Mr. Barch, of the Episcopal

church, has lately had several calls ex-

Mrs. Fannie Boykin, of Richmond

visiting Dr. and Mrs. Monteiro, on

Mr. W. G. Jones, who has been ab-

ent for some weeks in New York, has

Miss Lelia Wall, of Staunton, is

Mrs. Beverly S. Scott and Miss Lizzie

Scott, who have been visiting at Bon

Miss Kate Wheelwright, of Rich

mond, has been down during the past

Miss Annie and Effie Blankenship, of

Mr. C. Peyton Armistead, cashier at

Mr. T. B. Mahone will leave at an

Professor T. P. Campbell, of Chris-

Mrs. R. S. Windsor, of Alexandria,

mington, N. C., is here visiting her sis-

ter, Miss Kate Custis, on Francis street.

Colonel Robert H. Armistead, ac-

companied by his daughter, Miss Julia,

has returned from a visit to his daugh-

Mrs. Joseph Kent, of Wytheville,

and Mrs. Randolph, of San Francisco,

were in town last week sight-seeing

under the guidance of Mrs. Randolph

ter, Mrs. V. P. Holt, of Hampton.

remain there one month.

Harrison.

early date for the Alleghany Springs.

He will be absent about a month.

the Eastern Insane Asylum, returned

Richmond, are visiting here at the resi-

visiting her sister, Mrs. John S. Charles,

street, is visiting in Char

Morececk, are visiting in James City

dlesex county, the guest of Mrs. Fitz-

county, is visiting her relations here.

jected to the penalty of expulsion.

benedicts.

hugh.

county.

county.

county.

E. Benle.

Sweeney.

one month.

tended him.

Francis street.

returned home.

on College Place.

Air, have returned.

week visiting friends.

dence of Captain Bright.

from Richmond yesterday.

Harrison, on Palace street.

Galt, during the past week.

cultivated voice. Miss Eliza Pannill, an educated and Mr. R. Henry Jones and family left harming young lady, and one of Peyesterday for Bedford Springs, Penntersburg's finest singers, fills the posi-tion of librarian for the Young Men's

Ex-Mayor John S. Tucker has re-Christian Association-presiding with turned to Washington after a few days becoming grace and dignity. Miss Annie Watson and Misses Fannie and Dora McGill, who sailed from Mr. J. Bayard Allen and wife are visiting his wife's father, Mr. M. W. New York for England on Saturday,

are great favorites in society here, and Mills, bere. will be greatly missed. The ladies will Mrs. Captain R. C. Marshall, of probably be abroad many months. Portsmouth, is at Virginia Beach for Among the passengers for Europe by the summer. the steamship Etruria, which sailed frem New York on Saturday, was W.

Miss Lottie B. Hubbard, of Baltimore, is visiting Miss White, on Ran-Mr. W. B. Dillard has returned

sylvania.

home after a six weeks' stay in Albemarle county. Mrs. Charles H. Brown, of Ports

mouth, is spending a month in Matthews county. Miss Tillie C. Barlow, of Ports-

mouth, is visiting Mrs. Galba Vaiden, at Williamsburg. Mrs. A. E. Burrow and Miss Ellie B. Bryan left yesterday for the War-

renton Springs, Va. Misses Jennie and Hattie Richardson. of Lexington, Ky., are popular young

ladies at Ocean View. Captain John W. Young and three daughters leave to-morrow for a month's sejourn at Trinity, N. C.

General R. L. Page and family will spend the summer at Blue Ridge Summit, Franklin county, Penn. Mrs. N. F. Richardson, of Ports-

mouth, is spending the summer with her parents at New Haven, Conn. Rear-Admiral A. K. Hughes and his

son visited the navy-yard during the week. He was formerly stationed here. Mr. J. W. Campbell, deputy clerk of the courts of this city, has resigned

and will remove to Hampton to practice Ex-Governor William Smith and family are expected at Virginia Beach today from Fauquier for a three-weeks'

Mrs. Julia Whipple, wife of the late ex-Mayor E. W. Whipple, of Portsmouth, died in Elmira, N. Y., last

Miss Belle Pearson, of Washinton D. C., is visiting the family of Captain V. O. Cassell, on High street, Ports-

Mr. T. D. Newsom, of Southampton county, is in Portsmouth, the guest of his brother-in-law, Rev. C. N. Don-

Miss Susie Zantzinger, of New York. is the guest of Mrs. Judge C. W. Mur-

daugh, on Crawford street, Ports-Misses Annie and Inez Wills, of Wilmington, Del., are visiting Mrs. Charles

L. Daughtrey on Middle street, Ports-Miss Lottie E. Robinson, of Peters burg, and Mrs. E. Shepardson and Miss Fannie L. Hicks, of Richmond, are at

Ocean View. The congregation of McKendree Methodist Episcopal chapel in Brambleton have selected a site for a larger

house of worship. Lieutenant-Commander Joseph Mar thon, ordnance officer of the navy-yard, was detached to-day and ordered to the

Minnesota, at New York. Dr. J. B. Blanton, of Cumberland

county, formerly Commissioner of Agri-culture, is visiting Mr. L. R. Ballard at Churchland, Norfolk county. Generals Tilman and J. C. Perry, of

South Carolina; Judge Gedday, of Ohio, and Congressman Taulman, of Kentucky, are at Virginia Beach.

Miss Gwatkins, of Richmond, who made so many friends here last winter, the guest of his relative, Miss Virginia is in Portsmouth again, visiting the family of Hon. R. C. Marshall, on Mid-

dle street. Mrs. Charles J. Holt, of New York, wife of Rev. Charles J. Holt, late pastor of Trinity church. Portsmouth, is in that city visiting Mrs. Charles R. Nash, on Middle street.

Mr. W. G. Yerger, a prominent law yer of Greenville, Miss., who, with his wife and charming daughter, Miss Mary Louise, have been spending a month at Ocean View, left yesterday for Crab Orchard, Ky.

Mrs. Virginia Richardson and Mrs. Ida Pritchett, of Washington, D. C., are visiting in Portsmonth—the former at Mrs. W. R. Bennett's, on Green street, and the latter at Mrs. James W. Meade's, on Court street.

Mr. Charles M. Carter, of Lynnhaven, Princess Anne, was in the city yesterday. He is eighty-six years old being married eight times, and his last wife is thirty-two, and is the mother of four of his children. He has been the father of thirty-five children—the eldest is over sixty years of age and the youngest eleven months.

Petersburg. Mrs. D. M. Dunlop has returned home from Baltimore.

Misses Pet Lee, Meta, Edith, and Cora Smith, Lizzie Coleman, and Lelia Harrison, of this city, and the Misses Mrs. Alexander Cameron, of Rich mond, spent a day in our city last King, of Norfolk, spent Thursday a Mr. Richard E. Hardaway, of Ala-Jamestown, the guests of Mr. and Mrs.

bama, formerly superintendent of pub-lic schools in Petersburg, is visiting the Treasurer Thomas Newman, of York county, has in view a trip to the Capes on one of his fine vessels, accompanied by a number of his genial friends.

Among those invited are Major V. Vaiden, of New Kent county; H. B.

Smith and H. D. Cole, of Williams. city with his wife. Mr. George Cameron, one of our worthiest and most honored citizens, will be married in Richmond on Monday the 19th instant to Miss Dolla, daughter of Richard G. Pegram, Esq. S.

The bridal trip will be an extensive and prolonged one.

burg, and Dr. Henry Sheild, of York-town. The party expect to be absent shout ten days. Miss Mary Russell is in Salem at tending the Normal Institute. Cannon, of Norfolk, who have been Mrs. William Long is visiting her daughter, Mrs. Mahood, in Lynchburg. visiting Miss Pet Lee, have returned

Mrs. George Schank has gone to Not-Miss Fannie Talley, of Richmond, toway Courthouse to spend a few weeks. who spent a few days last week with Miss Ruth Branch, of Manchester, is Miss Annie Dickenson, has left for visiting Mrs. W. L. Morton, on High home. P. Montague Thompson, Esq.,

leave shortly for the Alleghany Springs, and Robert F. Cole, Esq., for the White Misses Kate and Miriam Bradbury have gone to the mountains for a few Salphur. Mr. John B. Pinner and wife, of Suf-Misses Annie and Bertie Alcott, of folk, have been visiting friends in the Richmond, have returned home after a

casant visit to Mr. and Mrs. Lewis Williams. Mr. R. M. Dobie and family are at Alleghany Springs. They will be ab-Miss C. M. Sweeney, of Portsmouth, who has been visiting her daughter, Mrs. Henley T. Sweeney, left for home Miss Ella Warren, of Baltimore, is

Mr. Maldry Cannon and Miss Bessie

a few days since. Mrs. Robert M. Hughes, of Norfolk, who is here visiting relatives, will leave shortly for Abingdon, where she will

remain for the summer. Miss Estelle Smith, who has been spending some time with her sister. Mrs. H. Logan Newbill, in Essex county, returned home last week.

Messrs. A. R. Long and John II. Lewis, two leading young lawyers of Lynchburg, were in attendance on the July term of the county court.

Mrs. S. G. Crump, of Baltimore, who has been visiting Mr. and Mrs. T. S. Lacy, has returned home charmed with her trip to the ancient capital. Miss Cora Newman, daughter o

Treasurer Thomas Newman, of York county, who was taken suddenly ill a few days since, is much improved. Mrs. Oscar Edwards and Miss Mary Anne Edwards, of Norfolk, have re-

Mr. and Mrs. Robert T. Armistead. A cance race will be sailed from Wainright's landing, Poquosin river, in York county, on August 12th, which will no doubt attract a large crowd.

turned home after a delightful visit to

Mr. F. P. Dickinson, of the Chesapeake and Ohio Company, has been at Lee Hall station for the past week, on business connected with his company. Rev. F. M. and Mrs. Burch and Miss Bettie Henley dined last Wednesday with Mr. Robert F. Cole at his farm, Rich Neck," in James City county.

Mayor John W. Davis has obtained the consent of Judge Farthing, of the County Court, to use what is known as the bell-room in the court-house building as a mayor's office, which will be fitted up for the use of his Honor.

West Point. Miss Sue Johnston, of Richmond, is visiting Mrs. R. H. Williams.

Miss Lillie Davis, of Manchester, i the guest of Mrs. J. R. Eastwood.

Mr. Charlie Johnston, of Petersburg is with his family at Mr. John L. moine's. Misses Mariana and Lizzie Wilkin

on left last Friday on a visit to friends in Baltimore. The Dover Association of the Baptist Church will meet in this place next

Wednesday the 21st instant. Miss Florence Jeffries, of King and Queen, was the guest of Misses Nannie and Eva Brookes for a few days last week.

Miss Addie E. Garrett, of Staunton Va., is here with her uncle, Mr. J. C Trice, where she will spend the sum

mer. Oueen, who has been visiting her con-Mr. Thomas P. Bagby, left yesterday

Charlottesville. Mr. Edmund McKenzie left this week

visit to his parents, in James City for England. Mrs. H. M. Clay, of west Francis Mr G H. Smith has returned from

Massachusetts. Professor Stone has returned from :

brief trip North. Captain Dutton, of Portsmouth, was in town this week.

visiting friends here.

son, Tenn., are in town.

Isiting Miss Nettie Dull.

Miss Hattie Grady, of Richmond, i visiting Mrs. Joseph A. Peck.

visiting friends in this place. Miss Colburn, of Charleston,

at Colonel T. L. Preston's, University. Mr. W. W. Locke, of Louisville, it visiting his old home, Vendower, this county.

of Virginia.

of Scottsville.

Mrs. John S. Taylor, of Norfolk, has been spending a few days with Mrs. Springs Tuesday. Mr. William Galt, of the navy, was

and her sister, Miss Bertie Shipp, are visiting in Charlottesville. Mrs. S. H. Hawes and family.

Richmond, are guests of Mr. W. Gordon Merrick, of this county.

tiansburg, is the guest of Charles W. Coleman, Jr., on Nicholson street. Hope.

is expected here in a few days on a re-turn visit to Miss Bettie R. Henley. Miss Nora Anderson, of Accomack county, is visiting her Brother, Rev. John G. Anderson, on Waller street. Rev. Mrs. T. M. Ambler, of Wil-

has been teaching in South Carolina, has returned home to spend the summer W. W. Vest, accompanied by his daughter, Miss Willie, left last week vacation. for the Alleghany Springs. They will

Mr. E. B. Douglas and Mr. E. R. Harrison, who have been summering with Mr. C. J. Paoli, have returned to their home in Memphis.

OUR SERVANT STEAM

AND ITS WONDERFUL DEVELOPMENT AS A MOTIVE POWER In Land and Water Transportation-A Unique National Museum

Collection. One of the curiosities which has be placed on exhibition in the main hall of the National Museum at Washington. and which is intended to form a part of collection in that institution that will tell the story of the development of steam as a motive power in transportation, is the "John Bull" engine, the ocomotive brought to this country from England in 1831. This engine is remarkable from the fact that it was in actual, continuous service for over thirty years. This venerable and curious-looking locomotive more than half a entury ago pulled a train of two or three cars or coaches, looking like old-fashioned stage coaches mounted on carwheels, and was then considered a wonder of modern science and mechapical skill. The "John Bull" is honored because it was the original stock from which the "Mogul" of the present day has been developed by evolution. The department of the museum in which this old engine will have a conspicuous place is in charge of J. Elfreth Watkins, of Camden, N. J.; will be one of great interest to mechanics and scientific men, and, in a measure, to the public generally. In accordance with the general design of the museum the section of steam transportation will exhibit, by means of models, drawings, or-as in the case of the "John Bull" engine-orginals, a complete history of the growth of THE BAILROAD AND STEAMSHIP. Already much material has been collected, and the section, when fully ar-

ranged, will be one of the most interesting and instructive in the museum. The railway-men of the country recognize this, for about 1,100 of the most prominent among them have memorialized Congress, asking for an appropriation by that body to organize and equip it, and that such appropriation should be made and be of liberal proportion no one will question who can appreciate the importance of such a colection to the generations of the future. In an interview with a newspaper-man not long since Mr. Watkins gave an idea of what it would be, together with much that was interesting from a historical point of view. He said that it was the design of the section in his charge to illustrate the birth and development of steam transportation, both on water and on land. The first commercially-successful steamboat launched in America was Fulton's boat, the lermont. The next was the Phoenix. launched about two weeks afterward by John Stevens and his son, Robert L. Stevens, afterward the inventor of the Stevens floating battery. It is proposed to show engravings of the important steamboats that have navigated Ameri-

can waters. The progress of the stationary steam-engine, from the time when it was only used to pump water by the creation of a vacuum by steam, will also be shown. The engines of Savery and others show how the progress of thought continued until men were able to connect steam with a pis-

STATIONARY STEAM-ENGINES,

which were used in all large manufac-

tories, machine-shops, etc., in England,

and imported to this country. Fulton's

steamboat was driven by one of Watt's

engines. Stevens's Phonix was driven

by an engine invented by himself. The

Phoenix was, therefore, purely an

and in motive power. Drawings of the

engines of the Ciermont and of the

Phoenix will be exhibited. There will

also be an engraving of the Phoenix as

she appeared the day she arrived in the

Delaware after the first ocean trip ever

made by a steam-vessel. The trip was made from New York to Phila-delphia in 1807. During this trip the

boat was beached on Barnegat in order

to repair a defect in the wheel, which

was there rebuilt, and the vessel then

proceeded on her voyage, finally ar-

iving safely at her destination, though

she was supposed to have been lost.

She was in charge of Robert L. Ste-

vens, the inventor, who went around

with her. Both the Fulton and Phoenix

were side-wheel boats. The successful

use of the propeller-wheel was the next

important step. There are numerous claims of priority for this invention, but Mr. Watkins believes that it is of

Chinese crigin, as flatboats were driven

at quite rapid speed by propeller-wheels moved by hand-power hun-dreds of years ago in that country.

Whether the English got it from the Chinese or not, he thinks that, perhaps,

the first idea of the propeller among

the English came from the old-fashioned

mokejacks, which were used in large

fireplaces, so that the upward draugut

would turn the spit used in cooking

meats. The first steamboat driven

by a propeller, he says, was run across the Hudson river from Hoboken to New

York, about 1804, the engine being

built by Colonel John Stevens, who

built the engine of the Phoenix. The original tubular boiler then used and a

portion of the propeller-wheel are now

in existence at the Stevens Institute of

Technology at Hoboken, N. J. That

MERELY AN EXPERIMENT.

The propeller of these early experi-

mental boats was placed on the side,

ometimes one being placed on each

side of the boat, so as not to interfere

with the steering apparatus. A few

experiments were made in which the

propeller was placed after the rudder,

which made the boat steer very badly.

To Robert L. Stevens and Isaac Dripps,

Mr. Watkins thinks, belong the credit of

being the first in this country to suc-cessfully place the rudder after the propeller, which made the boat steer

easily, though this may have been done

previously abroad. This was done for

the first time here on the iron steam-

boat New Jersey, which was the first

iron steam-vessel to cross the Atlantic,

about 1839. There will be exhibited

ton. That was the first step. The next was to link the piston to a lever; that lever drove a pump, and the pump was used to take water out of a mine evention went on step by step until Watt made his

Mrs. Alfred Bagby, of King and

for the Springs.

Miss Lizzie Shotwell, of Culpeper, is Mr. James Blakey, of the Jefferso-

nian, is in Philadelphia. B. S. McLemore and family, of Jack-

Miss Holland, of Fluvanna county, visiting Miss Ell Wills. Miss Minnie Reily, of Calpeper, is

Miss Mattie Hamner, of Covesville,

Va., is at Mrs. C. G. Sinclair's. Mrs. and Miss Sams, of Norfolk, are

Mr. Eugene Massie, of Richmond, is

visiting his mother, near the University Miss Lena Bledsoe, of Richmond, is

visiting her cousin, Mrs. Jackson Beal, Mrs. Gertrude Massie and Miss Nita Massie left for the White Sulphur

Mrs. George Price, of Greene county,

Mrs. Russell, of Richmond, Miss Hope and Mr. Sherley Hope, of Portsmouth, are visiting the Rev. H. M.

Mrs. Cad. Kellinger, nee Miss Annette Jackson, and two daughters, of Staunton, Va., are at Mr. J. Tyler Jack-

Professor James B. Baker, the new librarian to the University, has returned from Richmond, and is on duty at the library. Mr. C. E. Wallace, of Crozet, who

A bailling wind interfered with the efforts of the marksmen at Wimbledon Wednesday. In the shooting for the Queen's prize at 200 and 500 yards the Canadian competitors, out of a possible 70 points, scored as fol-lows: Russell, 61; Armstrong, 60; Bell, 58. The highest score was 66. In the shooting with revolvers, each man firing six shots at 20 yards, Blair and Wilson, Canadians, scored respectively 34 and 32 points. Glendownyn, a member of a Welsh regiment, scored 32 points. The Canadians were fairly successful, winning minor money prizes, and they are im-

proving daily. Old newspapers for sale at this of-fice; price, twenty-five cents per hun-dred.

tudinal rails of wood. Upon these rails were run cars used to take coal Lehigh river.

THE BALTIMORE AND OHIO

was a very early railroad. Twelve miles of railroad, from the city of Baltimore to Ellicott's mills, was, perhaps, the first piece of railroad regularly operated in this country. Its construction was begun in 1828. The first hundred miles of railroad built and operated miles of railroad built and openated in the country. rated was in South Carolina, and upon that road the first three American-built occupatives were used, known as the grasshopper engines; the first about 1820. An engraving of each of these locomotives will be exhibited. The Camden and Amboy railroad ordered the engine "John Bull," already spoken of as on exhibition, through president, Robert L. Stevens, who was sent to Europe for the purpose in the fall of 1830. The engine was built by Stevenson & Son, Newcastle-on-Tyne, was shipped in May, and arrived at Bordertown, N. J., the last week in August, 1831. It was put together and run for the time early in September, 1831. It is a rather interesting fact to note that the man wh put it together and first ran it-Isaac Dripps-was the same who placed the rudder after the propeller. This engine, when it arrived in the country was substantially as it now is-wit inside cylinders, four driving-wheels, and tubular boiler. The driving-wheels originally had cast-iron hubs and locust pokes and felloes and a tire about ve inches wide and flanged, shrunk on ike the the of an ordinary cart-wheel. There was no headlight. Even at this day headlights are used very few locomotives abroad. There was no bell and no pilot. The steam pipes were inside the boiler, and the dome was right over the fire-box. In the dome was a secret valve, which the engineer could not reach. This valve ould be arranged so that the engineer could not get steam up to high nre. There was no cab, and there is no cab on English locomotives to-day. No tender came with the engine. To take its place when the first experiments were made, a tender was made of an ordinary construction car, with whiskey barrel to hold the water which was fed to the engine through

hose made by a shoemaker out of leather, connected with the tank by waxed thread. THAT ENGINE was the type from which the locomotives of the present day have been derived. ther engines, like the grasshopper

engines, were built, but they have disappeared. In the "John Bull" is nd the horizontal cylinders, the tubular boiler, two engines-one on either side. These forms have stood the test of time and lived. When this engine arrived in this country it was the most perfect locomotive in the world. It had been built by Stevenson & Son as an improvement on the Planet, which for a number of years afterward led the engines of the Old World. Considering the time and the requirements, i was a splendid engine. It was use first to demonstrate to the Legislature of New Jersey, which had been asked to charter a steam railroad, that the use of steam on railroads was to be the thing of the future. It was tried before the Legislature of the State November, 1831, and was so successful tha the Legislature granted to the Camden and Amboy Company the privileges that they asked. After this trial, made on a short piece of track then constructed, the engine was stored in a shed to await the completion of the balance of the track. At that time a man named Peale, who had a large museum in Philadelphia, became anxious to have a toy engine built to run on a circular track in his museum. He arranged with Baldwin, a mathematical instrument-maker, and a man of ingenuity, who went to Bordentown, where the engine was stored, and, in connection American boat, both in construction | with Isaac Dripps, made an examinamotive, which was exhibited as a curiesity for a number of months. The managers of the Philadelphia, German-

town and Norristown railroad saw this toy locomotive, and ORDERED A LOCOMOTIVE of regular size from Baldwin. It was built in 1832 and called Old Ironsides. With its construction began the history of the Baldwin Locomotive- and Iron-Works, which has built as many and as good engines as any establishment in the country. A number of others went into the business, but the Camdon and Amboy railroad was for a number of years looked upon as being the pio neer in locomotive construction in and about Philadelphia and New York, aithough the Baltimore and Ohio Company, in the construction of the grasshopper, brought out a type which was commercially successful for the peculiar requirements of the business which the

road entered upon, and their invention should not be overlooked. The first locomotive that ever performed work continuously will shown by a drawing in Mr. Watkins's collection. It was bullt by Trevithick, and was run on the Myrthyr Tidvi railroad, in Wales, as early as 1804, and was used to haul pig-iron from a furnace to a wharf. The reason Trevithick was successful was because he was familiar with the high-pressure engine. When he built the high-pressure engine he intended it for a stationary engine. Then he put it on wheels and made it run just as Fulton put a low-

pressure engine on a boat. In regard to the development of the rail, Mr. Watkins says that when Robert L. Stevens was on the ship on his way to Europe to order the John Bull, in 1820, he devoted a considerable amount of time to whittling out crosssections of what he thought would be a good kind of iron rails to lay on the railroad. At that time the best rail known was the T rail without any base. This style had been adopted by all the most important roads in Europe. Owing to its peculiar shape it required a chair on every cross-tie or stone block, as the case might be. Stevens was the first man to design the rail which he termed the H rail-in other words, a rail with a base which could be spiked with "hook-headed" spikes directly to the bearing. Under the "John Bull" engine are two of

THE ORIGINAL RAILS rolled from the first design of Robert L. Stevens in 1830. When the exhibit is

in the museum one of the plates of the complete, the rails will rest on the origihull of this steamboat, and also a model made from original drawings of nal stone blocks made at Sing Sing, N. Y., for this road, and we will use a this propeller-wheel, showing the manspike similar to the original "hookner in which it was connected with the head" to join the rails to the wooden engine. This model was made under pins in the holes in the stone blocks. the direction of Isaac Dripps, who is On those rails now are what were origistill alive, and who originally built the nally termed "iron tongues." wheel. There will also be engravings were the beginning of the iron splice of almost all the principal boats built plates of the present day. They were during the early years.
As to railroads, Mr. Watkins says attached to the rails by rivets put on hot. Thus we see that as early as 1830 there was in use on the Camthat he is satisfied that among the earliest was a road from Quincy (Mass.) granite-quarries, in this State, to the Neponset river. The road was built of den and Amboy railroad tracks substantially what is now the American railroad splice bar and railroad spike. strips of granite, put on the ground like a curbstone, and upon these granite These have been improved in shape and made stronger to meet the require rails ran cars with flanges on the ments of an increased amount of traffic, wheels to carry the granite from the but the ideas approved now, after a quarries to the wharf. There was anlapse of fifty-five years, are substantially the same. The wooden cross-ties have taken the place of the stone road built very early at Manch Chunk, Pa. It was laid with transverse crossties of logs unhown, but ties have taken the place of the stone notched to receive roughly-hewn longiblock, which, owing to expense and

after they were first laid. The standards of track adopted by the cessful railroads of the count 'ry at different times will be shown by 1 cross sections of different forms a will be shown, together with mode. different kinds of frogs, switches, a trations up to the present time, so that we will have a correct history of the birth and development of the American railway system during the first half century of its existence.

Suppressing an Insurrection. [Detroit Free Press.]
In the early days of Michigan, when many of the post-offices were carried in the hats of the post-masters, a postmaster in Livingston county was out in the woods one day and lost severa letters from the hat. A day or two after that a pioneer named Bailey came to his house and inquired if there was

any mail for him. "There was a letter for you, Bill, but I've lost it." was the reply. " When?" "Tother day in the woods."

"Well, I want that letter !" "But you can't git it. I'm sorry lost it, but that's all I can do." "Then I'll have you removed from

office ! " "Look here, Bill Bailey," said the official, as he began to skin off his coat, "I was appointed to hold this post-office, and I'm bound to do it. As a private citizen I have no hard feelings agin you; as postmaster I lost a letter writ to you by your sister in New York State; as a representative of this great and awful Government I want to say to you that if I hear two more words of sass from your throat I'll suppress the insurrection by hanging you to the nearest tree, so help me God, sir!"

Mr. Bailey was, however, permitted to make a hunt in the woods for his letter, and he found it, and the insurrection was suppressed.

The BattleSold Theatre

To the Editor of the I spatch : In reply to Mr. Ryan in the Dispatch of this date, he is only about a mile and a half out of the way. The church alluded to by Major Parker was in rear of the "Young Guard," of this city, who were the right company of the Fifteenth Virginia infantry, Corse's brigade.

There were two regiments between the church and the left of Stewart's brigade-viz., the Seventeenth and Thirty-second Virginia-and as one division held nearly eight miles of works, of a necessity they were very well stretched out. The theatre was in the centre of Stewart's brigade and near Port-Walthall Junction. I have often been in the theatre, as one of our battery, Mr. Shields, was one of the W. M. E. actors. Yours,

The Dispatch ought to say in reference to the camp church that when Dr. (Major) Parker spoke about "preaching " there he used that word in jest, though it is a fact that he often spoke in the meetings held there.

BABY HUMORS.

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